

CHAPTER 21.

[S. B. 49.]

HIGHWAYS.

AN ACT Relating to public highways; describing powers and duties of the interim committee on highways, streets and bridges, license department and state highway commission; establishing and designating certain highways and alternate routes; providing for surveys and studies of proposed highway additions and toll facilities; prescribing fees, size, weight, load, permits and equipment restrictions for certain motor vehicles; prescribing regulations relating to motor vehicle fuel taxes; amending section 2, chapter 307, Laws of 1961 and RCW 43.03.040; reenacting section 47.01.130, chapter 13, Laws of 1961 and RCW 47.01.130 and repealing section 10, chapter 307, Laws of 1961 and RCW 43.27.180; amending section 12, chapter 7, Laws of 1961 extraordinary session (Senate Bill No. 4) and RCW 46.16.072; amending section 46.16.010, chapter 12, Laws of 1961 and RCW 46.16.010; amending section 46.44.030, chapter 12, Laws of 1961 and RCW 46.44.030; amending section 46.44.045, chapter 12, Laws of 1961 and RCW 46.44.045; amending section 46.44.047, chapter 12, Laws of 1961 and RCW 46.44.047; amending section 46.84.020, chapter 12, Laws of 1961 and RCW 46.84.020; amending section 47.16.010, chapter 13, Laws of 1961 and RCW 47.16.010; amending section 47.16.080, chapter 13, Laws of 1961 and RCW 47.16.080; amending section 47.16.160, chapter 13, Laws of 1961 and RCW 47.16.160; amending section 47.16.190, chapter 13, Laws of 1961 and RCW 47.16.190; amending section 47.20.020, chapter 13, Laws of 1961 and RCW 47.20.020; amending section 47.20.030, chapter 13, Laws of 1961 and RCW 47.20.030; amending section 47.20.090, chapter 13, Laws of 1961 and RCW 47.20.090; amending section 47.20.220, chapter 13, Laws of 1961 and RCW 47.20.220; amending section 47.20.240, chapter 13, Laws of 1961 and RCW 47.20.240; amending section 47.20.330, chapter 13, Laws of 1961 and RCW 47.20.330; amending section 47.20.340, chapter 13, Laws of 1961 and RCW 47.20.340; amending section 47.20.410, chapter 13, Laws of 1961 and RCW 47.20.410; amending section 47.20.430, chapter 13, Laws of 1961 and RCW 47.20.430; amending section 47.20.540, chapter 13, Laws of 1961 and RCW 47.20.540; amending section 47.44.010, chapter 13, Laws of 1961 and RCW 47.44.010; amending section 82.36.210, chapter 15, Laws of 1961 and RCW 82.36.210; amending section 82.36.220, chapter 15, Laws of 1961 and RCW 82.36.220; amending section 43, chapter 319, Laws of 1959 (uncodified); adding two new sections to chapter 46.52 RCW;

repealing section 16, chapter 7, Laws of 1961, extraordinary session (Senate Bill No. 4); adding three new sections to chapter 46.84 RCW; repealing section 47.16.170, chapter 13, Laws of 1961 and RCW 47.16.170; repealing section 47.20.520, chapter 13, Laws of 1961 and RCW 47.20.520; making appropriations; providing effective dates and declaring an emergency.

Be it enacted by the Legislature of the State of Washington:

RCW 47.16.010
amended.

SECTION 1. Section 47.16.010, chapter 13, Laws of 1961 and RCW 47.16.010 are each amended to read as follows:

Primary
highway
routes.
No. 1 Pacific
highway.

A primary state highway to be known as primary state highway No. 1, or the Pacific highway, is established as follows: Beginning at the international boundary line in the vicinity of Blaine, in Whatcom county, thence in a southerly direction by way of Bellingham, thence to the east of Lake Samish, thence in a southerly direction by way of Mt. Vernon, Everett, Seattle, Tacoma, Olympia, Centralia, Chehalis, Kelso, and Vancouver to the Washington-Oregon boundary line on the interstate bridge over the Columbia river; also beginning at Bellingham on primary state highway No. 1, thence in an easterly direction to a point in the vicinity of Austin Pass in Whatcom county; also beginning at Bellingham on primary state highway No. 1, thence in a southerly direction by way of Blanchard to a junction with primary state highway No. 1, in the vicinity of Mt. Vernon; also beginning at Mt. Vernon on primary state highway No. 1, thence in a westerly direction to Anacortes; also beginning at Everett in the vicinity of Broadway Avenue, thence in a southwesterly direction to a junction with primary state highway No. 1, in the vicinity south of Everett; also beginning at a junction of primary state highway No. 1 south of Marysville to Marysville; also beginning on primary state highway No. 1 in the vicinity south of Seattle, thence in a northeasterly direction to Renton, thence

northerly east of Lake Washington to primary state highway No. 1 north of Seattle; and also until the federal aid interstate route No. 1 through Seattle is open to through traffic, beginning on primary state highway No. 1 in the vicinity south of Seattle, thence in a northwesterly direction west of the Duwamish river to Seattle, also beginning at Seattle on primary state highway No. 1, thence via the Evergreen Point bridge to a junction with primary state highway No. 1 east of Lake Washington; also beginning on primary state highway No. 1 in the vicinity of Salmon Creek, north of Vancouver, thence in a southeasterly direction to the Washington-Oregon boundary line in the vicinity east of Vancouver.

SEC. 2. Section 47.16.080, chapter 13, Laws of 1961 and RCW 47.16.080 are each amended to read as follows:

RCW 47.16.080
amended.

A primary state highway to be known as primary state highway No. 8, or the Evergreen highway, is established as follows: Beginning at Vancouver on primary state highway No. 1, thence in easterly direction by way of Stevenson to Goldendale, thence in a northeasterly direction by way of Satus Pass to junction with primary state highway No. 3, southeast of Yakima; also beginning at a junction with primary state highway No. 8, in the vicinity of Maryhill, thence in a southerly direction to connect with the approach to the Biggs Rapids toll bridge across the Columbia river; also, beginning in the vicinity of Maryhill, running thence easterly along the north bank of the Columbia river to a point in the vicinity of Plymouth, thence in a northeasterly direction to a junction with primary state highway No. 3, in the vicinity of Kennewick; also, beginning at a junction with primary state highway No. 8 in the vicinity of Paterson, thence in a northerly direction to a junction with secondary state highway No. 3A in the vicinity of Prosser.

No. 8
Evergreen
highway.

The route of primary state highway No. 8 beginning at a junction with primary state highway No. 8, in the vicinity of Maryhill, thence in a southerly direction to the ferry landing of the Maryhill ferry on the Columbia river shall remain a part of such highway until the Biggs Rapids toll bridge and approaches are connected and open to traffic.

RCW 47.16.160
amended.

SEC. 3. Section 47.16.160, chapter 13, Laws of 1961 and RCW 47.16.160 are each amended to read as follows:

No. 16 North
Cross State
highway.

A primary state highway to be known as primary state highway No. 16, or the North Cross State highway, is hereby established according to description as follows: Beginning in the vicinity of Pateros on primary state highway No. 10, thence in a northerly and westerly direction by the most feasible route by way of Twisp, Diablo dam, Marblemount, Concrete, Sedro Woolley and Burlington to a junction with primary state highway No. 1 east of Whitney; also beginning at a point in the vicinity south of Twisp on primary state highway No. 16, thence in an easterly direction by the most feasible route to a junction with primary state highway No. 10 in the vicinity south of Okanogan; also, beginning at a wye connection with primary state highway No. 16, southwest of Okanogan, thence southwesterly to a junction with primary state highway No. 10 in the vicinity of Malott: *Provided*, That until such times as primary state highway No. 16 from southwest of Okanogan to the vicinity of Malott is actually constructed on the location adopted by the highway commission, no existing county roads shall be maintained or improved by the highway commission as a temporary route of said primary state highway No. 16.

Effective date.

This section shall become effective July 1, 1961.

SEC. 4. Section 47.20.020, chapter 13, Laws of 1961

and RCW 47.20.020 are each amended to read as follows: RCW 47.20.020 amended.

Secondary state highways as branches of primary state highway No. 1 are established as follows: Secondary highway routes. Highways 1C, 1D.

Secondary state highway No. 1C; beginning at a junction with primary state highway No. 1 in the vicinity south of Blanchard, thence in a southerly direction to a junction with primary state highway No. 1 in the vicinity of Whitney;

Secondary state highway No. 1D; beginning at a junction with primary state highway No. 1 in the vicinity southeast of Anacortes, thence southerly by way of Deception Pass to the vicinity of Columbia Beach in the southern portion of Whidbey Island; also beginning at a junction with secondary state highway No. 1D as herein described in the vicinity easterly of the Keystone ferry slip, thence westerly to the Keystone ferry slip.

SEC. 5. Section 47.20.030, chapter 13, Laws of 1961 and RCW 47.20.030 are each amended to read as follows: RCW 47.20.030 amended.

A secondary state highway as a branch of primary state highway No. 1 is established as follows: Highway 1E.

Secondary state highway No. 1E; beginning at Conway on primary state highway No. 1, thence in a southerly direction by way of East Stanwood, thence in a southeasterly direction to a junction with primary state highway No. 1, thence in an easterly direction to Arlington on secondary state highway No. 1A; also from the junction of secondary state highway No. 1A at Arlington in a northeasterly and easterly direction to Darrington.

SEC. 6. Sections 47.16.170 and 47.20.520, chapter 13, Laws of 1961 and RCW 47.16.170 and 47.20.520 are each repealed. Repeal.

SEC. 7. Section 47.16.190, chapter 13, Laws of 1961 and RCW 47.16.190 are each amended to read as follows: RCW 47.16.190 amended.

Primary
highway
routes.
No. 21 Kitsap
Peninsula
highway.

A primary state highway to be known as primary state highway No. 21, or the Kitsap Peninsula highway, is hereby established according to description as follows: Beginning at a junction with primary state highway No. 9 near the mouth of the Skokomish river, thence in a northeasterly direction along the southeast shore of Hood Canal to the vicinity of Belfair, thence northeasterly by the most feasible route to Bremerton, thence northerly and easterly by the most feasible route in the vicinity of Poulsbo to Port Gamble, thence southerly and easterly to Kingston; also beginning on primary state highway No. 21 at Bremerton easterly to the ferry terminal in Bremerton; also beginning at Keyport, thence in a westerly direction by the most feasible route to a junction with primary state highway No. 21, as herein described.

The route of primary state highway No. 21, beginning at Lofall established by section 4, chapter 383, Laws of 1955 shall remain a part of such highway to service ferry traffic and shall not be superseded by this section until the Hood Canal bridge and approaches are constructed and opened to traffic.

RCW 47.20.090
amended.

SEC. 8. Section 47.20.090, chapter 13, Laws of 1961 and RCW 47.20.090 are each amended to read as follows:

Secondary
highway
routes
No. 1R, 1S.

Secondary state highways as branches of primary state highway No. 1, are established as follows:

Secondary state highway No. 1R; beginning at a junction with primary state highway No. 1 in the vicinity north of Castle Rock, thence in an easterly direction by way of St. Helens and Spirit Lake to Mt. St. Helens;

Secondary state highway No. 1S; beginning at a junction with primary state highway No. 1 in the vicinity north of Woodland, thence in an easterly direction to Amboy, thence in a southerly direction to Battleground, thence in a westerly direction to a

junction with primary state highway No. 1 in the vicinity north of Vancouver.

SEC. 9. Section 47.20.240, chapter 13, Laws of 1961 and RCW 47.20.240 are each amended to read as follows: RCW 47.20.240 amended.

Secondary state highway No. 4C is established as a branch of primary state highway No. 4 as follows: Highway 4C.

Secondary state highway No. 4C; beginning at a junction with primary state highway No. 4 in the vicinity north of Wilbur, thence in a northwesterly direction to a junction with secondary state highway No. 2F at Grand Coulee.

SEC. 10. Section 47.20.330, chapter 13, Laws of 1961 and RCW 47.20.330 are each amended to read as follows: RCW 47.20.330 amended.

Secondary state highways as branches of primary state highway No. 8 are hereby established according to designation and description as follows: Highways 8A, 8B.

Secondary state highway No. 8A; beginning in Camas on primary state highway No. 8, thence in a northwesterly direction to Orchards, thence in a southwesterly direction to Vancouver on primary state highway No. 1;

Secondary state highway No. 8B; beginning at Washougal on primary state highway No. 8, thence in a northerly and easterly direction by the most feasible route following the general course of the Washougal river to a junction with primary state highway No. 8 east of Washougal.

SEC. 11. Section 47.20.340, chapter 13, Laws of 1961 and RCW 47.20.340 are each amended to read as follows: RCW 47.20.340 amended.

Secondary state highways as branches of primary state highway No. 8 are established as follows: Highway 8D.

Secondary state highway No. 8D; beginning at a wye junction with primary state highway No. 8, the west branch in the vicinity east of Underwood

and the east branch in the vicinity of White Salmon, thence in a northerly direction to the boundary of the Columbia National Forest.

RCW 47.20.540 amended.

SEC. 12. Section 47.20.540, chapter 13, Laws of 1961 and RCW 47.20.540 are each amended to read as follows:

Highways 21A, 21B.

Secondary state highways as branches of primary state highway No. 21 are hereby established as follows:

Secondary state highway No. 21A; beginning at a junction with primary state highway No. 21 in the vicinity north of Poulsbo, thence in a southeasterly direction by the most feasible route across Agate Pass to the north end of Bainbridge Island, thence in a southerly direction by the most feasible route to the vicinity of Winslow;

Secondary state highway No. 21B; beginning at Keyport on primary state highway No. 21, thence in a southerly direction by the most feasible route to Bremerton, including the Port Washington Narrows bridge and approaches thereto; also beginning at a junction with secondary state highway No. 21B in the vicinity north of East Bremerton, thence easterly by the most feasible route to Illahee State Park.

RCW 47.20.220 amended.

SEC. 13. Section 47.20.220, chapter 13, Laws of 1961 and RCW 47.20.220 are each amended to read as follows:

Highways 3L, 3P, 3R, 3S.

Secondary state highways as branches of primary state highway No. 3 are established as follows:

Secondary state highway No. 3L; beginning at a junction with primary state highway No. 3 in the vicinity north of Dayton, thence in a northeasterly direction to a junction with primary state highway No. 3 in the vicinity west of Pomeroy;

Secondary state highway No. 3P; beginning at a junction with primary state highway No. 3 at the west end of the Kettle Falls bridge, thence in a

westerly direction to a junction with secondary state highway No. 4A east of Republic: *Provided*, That secondary state highway No. 3P, as herein described shall not become a part of the state highway system until after the construction of the Republic-Kettle Falls Forest Highway by the United States Bureau of Public Roads shall have been completed;

Secondary state highway No. 3R; beginning at the Richland wye junction with primary state highway No. 3; thence northerly and westerly via Richland to a junction with primary state highway No. 3 at Kiona.

Secondary state highway No. 3S; beginning at a junction of primary state highway No. 3 in Spokane at a point common to primary state highway No. 2 thence northerly and northwesterly along the north bank of the Spokane river to a point in Stevens county across the Spokane river from the Riverside state park near the boundary line common to Stevens and Spokane counties: *Provided*, That this change of route of state highway No. 3S shall be effective only upon the adoption of a resolution or ordinance of the city of Spokane providing for the contribution of twenty-three thousand two hundred fifty-two dollars and eleven cents to the cost of such change of route and the further pledge by the city of Spokane of its allocation of motor vehicle fuel taxes to guarantee future payment of principal and interest of bonds issued by the Washington toll bridge authority for construction of the Spokane river toll bridge.

SEC. 14. Section 47.20.410, chapter 13, Laws of 1961 and RCW 47.20.410 are each amended to read as follows:

RCW 47.20.410 amended.

Secondary state highways as branches of primary state highway No. 11 are established as follows:

Highways 11A, 11B, 11C.

Secondary state highway No. 11A; beginning at Connell on primary state highway No. 11, thence in

a westerly direction to Yakima on primary state highway No. 3: The highway commission shall provide and maintain suitable facilities for vehicles and pedestrian crossing of the Columbia river at the point where secondary state highway No. 11A crosses the river, at the expense of the state and without charge to the public: *Provided*, That upon the completion of secondary state highway No. 11C from Vernita Ferry to Richland, that portion of secondary state highway No. 11A from the vicinity of Mesa to White Bluffs Ferry shall revert to Franklin county;

Secondary state highway No. 11B; beginning at a junction with primary state highway No. 11 in the vicinity of Connell, thence northeasterly by way of Kahlotus, Washtucna and LaCrosse to a junction with primary state highway No. 3 in the vicinity of Dusty; also beginning at a junction with secondary state highway No. 11B in the vicinity of Washtucna, thence southeasterly to a junction with primary state highway No. 3 at Delaney: *Provided*, That until such time as secondary state highway No. 11B between Washtucna and Delaney is actually constructed on the location adopted by the highway commission no existing county roads shall be maintained or improved by the highway commission as a temporary route of said secondary state highway No. 11B.

Secondary state highway No. 11C beginning at a junction with secondary state highway No. 11A near the southerly approach to the Vernita Ferry, thence southeasterly by the most feasible route across the Atomic Energy Commission Reservation to a junction with secondary state highway No. 3R at Richland. **[The construction of secondary state highway No. 11C between secondary state highway No. 11A and secondary state highway No. 3R shall not begin until after a bridge, including approaches, across the Columbia river in the vicinity of Vernita*

•Vetoed.

Ferry connecting the easterly end of secondary state highway No. 11A on the south bank of the Columbia river with secondary state highway No. 7C on the north bank of said Columbia river has been authorized and construction commenced.] The director may enter into negotiations with appropriate federal agencies to secure right of way for said highway over and across the Atomic Energy Commission Reservation.

SEC. 15. Section 47.20.430, chapter 13, Laws of 1961 and RCW 47.20.430 are each amended to read as follows:

RCW 47.20.430 amended.

Secondary state highways as branches of primary state highway No. 11 are established as follows:

Highways 11F, 11G, 11H.

Secondary state highway No. 11F; beginning at Sprague on primary state highway No. 11, thence in a northwesterly direction to Harrington on primary state highway No. 7;

Secondary state highway No. 11G; beginning in the vicinity of Eltopia on primary state highway No. 11, thence in a northwesterly direction to a junction with primary state highway No. 18 in the vicinity of Moses Lake, thence northwesterly to a junction with primary state highway No. 7 in the vicinity of Soap Lake with a wye connection from the vicinity of Rocky Ford creek to the vicinity of Ephrata;

Secondary state highway No. 11H; beginning at a junction with primary state highway No. 11 in the vicinity of Tyler, thence northeasterly via Cheney to a junction with primary state highway No. 11 in the vicinity of Four Lakes: *Provided*, That the addition of highway No. 11H shall not become effective until such time as the interstate system by-pass of Cheney is constructed and under traffic.

SEC. 16. The joint fact-finding committee on highways, streets and bridges, jointly with the

Highway
additions,
deletions
study—Scope.

Washington state highway commission, shall, pursuant to the provisions of this act, consider the following highway additions and deletions by undertaking a comprehensive and definitive study, with necessary reconnaissance surveys, including location, reconstruction cost and roadway design to accomplish their evaluation with respect to their being a part of the modern integrated state highway system. Unless otherwise specified, all studies shall be completed by June 1, 1962:

(1) A highway beginning at a junction with primary state highway No. 1 south of Woodland via LaCenter; thence easterly to a junction with secondary state highway No. 1S.

Appropriation.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of five thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(2) A highway beginning at a junction with secondary state highway No. 3A in the vicinity southeast of Toppenish; thence in an easterly direction to a junction with primary state highway No. 3 in the vicinity of Granger.

Appropriation.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of fifteen hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(3) A highway beginning at the junction of primary state highway No. 8 with primary state highway No. 1; thence westerly and northerly along the shore of the Columbia river to a junction with primary state highway No. 1 in the vicinity of Woodland.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of five thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection. Appropriation.

(4) A new section of secondary state highway No. 1V to be known as Marine View Drive; said section to be approximately two and one-half miles in length in the vicinity of Redondo. This study is to be made as it relates to the relocation of primary state highway No. 1.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of ten thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection. Appropriation.

(5) A new section of secondary state highway No. 2D beginning at Kirkland; thence southerly to a junction with primary state highway No. 2 west to Factoria and a further study in connection therewith of all other possible highway connections with the Evergreen Point bridge, considering the problem of traffic conditions when said bridge is in operation.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of fifteen thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection. Appropriation.

(6) An extension of secondary state highway No. 9A from Neah Bay via LaPush to a junction with primary state highway No. 9 in the vicinity of the Hoh river. This study shall include consultations with the National Park Service of the United States and shall include the recommendations of such service, if any, as to the proposed extension.

Appropriation. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of fifteen hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(7) In conjunction with the Washington toll bridge authority, the feasibility of an alternate daily ferry run between Bellingham and Sidney, B. C., via Orcas. This study shall be completed by April 1, 1962.

Appropriation. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of five thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(8) A state highway from the Snake river in the vicinity of Riparia to a junction with secondary state highway No. 11B in the vicinity of LaCrosse.

Appropriation. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of fifteen hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(9) In conjunction with the Washington toll bridge authority, the feasibility of a ferry run between Camano Island and Whidbey Island.

Appropriation. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of five thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(10) A new section of secondary state highway

No. 3J from Springdale via Long Lake to a junction with primary state highway No. 2 at Reardan.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of fifteen hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Appropriation.

SEC. 17. Because of periodic closures of primary state highway No. 12 between Cathlamet and the Longview toll bridge due to scheduled reconstruction work thereon, the state highway commission is authorized and directed to expend for maintenance of the Puget Island-Westport ferry a sum not to exceed four hundred dollars per month through June 30, 1965 for operation of said ferry as a temporary alternate route: *Provided*, That not more than fifty percent of the total monthly cost of operation and amortization costs of said ferry shall be paid by the highway commission and the balance of such cost shall be borne by Wahkiakum county. The monthly payments provided for herein shall be disbursed by warrant to Wahkiakum county upon proper vouchers certified by Wahkiakum county board of county commissioners and approved by the state highway commission.

Puget Island-Westport ferry maintenance.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1963 the sum of ninety-six hundred dollars or so much thereof as may be necessary to carry out the provisions of this section.

Appropriation.

SEC. 18. The Washington toll bridge authority is authorized and directed to make all necessary traffic studies, acceptable to prospective bond purchasers or investment firms to determine the amount of subsidy or other financial assistance necessary to

Naches pass toll highway, tunnel studies.

make feasible the construction of a toll highway and tunnel on primary state highway 5 through the Cascade mountains, together with the necessary approaches connecting to existing highways. Said highway and tunnel project shall start on state highway 5 near the junction of the White and Greenwater rivers; thence in an easterly direction through Greenwater river drainage area to the west portal of the tunnel under Pyramid Park; thence to the east portal; thence following the north fork of the Little Naches river to the Little Naches river; thence down to its junction with the Bumping river at state highway 5.

Appropriation.

There is hereby appropriated from the motor vehicle fund to the Washington toll bridge authority for the biennium ending June 30, 1963 the sum of fifty thousand dollars to carry out the provisions of this section.

Toll bridge from Bainbridge Island to Kitsap Peninsula study.

SEC. 19. The state highway commission is authorized and directed to conduct studies concerning the proper location of a toll bridge from Bainbridge Island to the Kitsap Peninsula together with necessary connecting roads and ferry terminals for the facilitation of transportation across Puget Sound. The commission shall utilize all prior surveys and reports heretofore made concerning such bridging. Upon completion of such studies, the commission shall report its recommendation to the Washington toll bridge authority. The authority shall thereupon make necessary traffic surveys, acceptable to prospective bond purchasers or investment firms, to determine the financial feasibility of the construction of such bridge at the location recommended by the state highway commission.

Appropriations.

There is hereby appropriated from the motor vehicle fund to the state highway commission for the biennium ending June 30, 1963, the sum of thirty

thousand dollars, or so much thereof as may be necessary to carry out the provisions of this section.

There is hereby appropriated from the motor vehicle fund to the Washington toll bridge authority for the biennium ending June 30, 1963 the sum of twenty-five thousand dollars, or so much thereof as may be necessary to carry out the provisions of this section.

SEC. 20. The state highway commission is hereby directed to make an engineering study relating to the redesign of the vessel opening on the existing Lake Washington floating bridge necessary for the orderly development of that part of the federal interstate highway utilizing said bridge.

Floating
bridge vessel
opening
redesign
study.

SEC. 21. The joint fact-finding committee on highways, streets and bridges, created by chapter 111, Laws of 1947, and continued by chapter 213, Laws of 1949, continued by section 44, chapter 269, Laws of 1951, continued by section 4, chapter 254, Laws of 1953, continued by section 21, chapter 384, Laws of 1955, continued by section 32, chapter 172, Laws of 1957, and continued by section 37, chapter 319, Laws of 1959, is hereby continued until April 1, 1963. It shall consist of seven senators to be appointed by the president of the senate and eight members of the house of representatives to be appointed by the speaker thereof. The list of appointees shall be submitted before the close of the 1961 extraordinary session for confirmation of senate members, by the senate, and the house members by the house. Vacancies occurring shall be filled by the appointing authority.

Committee
continued.

SEC. 22. The committee is authorized and directed to continue its studies and for that purpose shall have all the powers and duties set forth in chapter 111, Laws of 1947, and in addition thereto is authorized and directed to ascertain, study, analyze, report on and make recommendations to the

Committee
powers and
duties.

1963 legislature, prior to its convening, concerning:

(1) The orderly development of state highways by classification and necessity with recommendation of additions and deletions to accomplish a modern integrated highway system.

(2) Continuation of the study of city street, county road, and state highway revenues and needs and methods of improving administration of city street, county road and state highway programs.

(3) A review of motor vehicle licensing.

(4) Continuation of the license department study, including operations, budgets and organizational needs for a separate motor vehicle department.

(5) Control of roadside advertising and signs with due consideration of federal legislation and requirements.

(6) Traffic safety and controls, including a comprehensive driver improvement program.

(7) Reciprocity in the licensing and taxation of motor vehicles including the feasibility of placing license and weight fees on motor vehicle power units only.

(8) The development, in cooperation with the state highway commission, the association of Washington cities and the division of municipal corporations of the state auditor's office, of a uniform accounting system for cities and towns with regard to street and bridge construction and maintenance costs.

(9) The erection of appropriate roadside markers and historical monuments along the highways of the state.

(10) A comparison study of the Washington motor vehicle laws and the uniform vehicle code with recommendations for bringing Washington laws into conformity with the uniform vehicle code.

(11) The desirability of adopting a statewide uniform traffic ticket.

(12) The feasibility of collecting the tax on

diesel and other fuels from the distributors thereof in the manner of collecting gasoline taxes.

(13) The status of local planning policy in respect to local development in the vicinity of limited access highway interchanges and approaches, including measures to improve control of land use necessary to protect limited access highway approaches from congestion.

(14) Development of a sound and uniform policy in the design and integration of city streets and county roads with regard for future annexations and incorporations.

(15) Organization of road and street planning activities in the various geographic areas of the state and its relation to state highway planning.

(16) The federal highway cost allocation study and American Association of State Highway Officials road test and their application to cost allocation, weight limits and highway design in Washington.

SEC. 23. The members of the joint fact-finding committee on highways, streets and bridges shall be reimbursed for their expenses incurred while attending sessions of the committee or meetings of any subcommittees of the committee or while engaged on other committee business authorized by the committee to the extent of twenty dollars per day plus ten cents per mile in going and coming from committee sessions or subcommittee meetings or for travel on other committee business authorized by the committee. All expenses incurred by the committee, including salaries of employees, shall be paid upon voucher forms as provided by the central budget agency and signed by the chairman or vice chairman of the committee and attested by the secretary of the committee, and the authority of said chairman and secretary to sign vouchers shall continue until their successors are selected. Vouchers

Committee
expenses—Re-
imbursement.

may be drawn upon funds appropriated for the expenses of the committee.

1959 c 319 § 43 amended.

SEC. 24. Section 9, chapter 254, Laws of 1953, as last amended by section 43, chapter 319, Laws of 1959 (uncodified) is amended to read as follows:

Additional fee for motor vehicles.

In addition to all other fees prescribed by law, there shall be paid for each motor vehicle the following amounts at the time of the payment of the registration fee as provided by law:

For each truck under 12,000 lbs.	\$.25
For each truck over 12,000 lbs. and under 20,000 lbs. . .	\$.50
For each truck over 20,000 lbs.	\$1.00
For each trailer 4,000 lbs. to 12,000 lbs.	\$.25
For each trailer 12,000 lbs. to 20,000 lbs.	\$.50
For each trailer, semitrailer or pole trailer over 20,000 lbs.	\$1.00
For each diesel truck	\$2.00
For each auto stage	\$1.00
For each for hire vehicle over 4,000 lbs.	\$.50
For each motor vehicle not otherwise taxed herein	\$.10

Disposition.

Such fees shall be collected for the calendar years 1961, 1962 and 1963 only, and shall be deposited in the motor vehicle fund, and shall be used by the joint fact-finding committee on highways, streets and bridges and the state highway commission to help defray the costs of special highway use and weight studies and tests upon highways as provided for in this act and for other necessary expenses of such committee.

Use.

Appropriation.

SEC. 25. There is hereby appropriated from the motor vehicle fund to the joint fact-finding committee on highways, streets and bridges, created by chapter 111, Laws of 1947 and continued by this act, for the biennium ending June 30, 1963, the sum of fifty thousand dollars, or so much thereof as shall be necessary.

RCW 47.44.010 amended.

SEC. 26. Section 47.44.010, chapter 13, Laws of 1961 and RCW 47.44.010 are each amended to read as follows:

Wire, pipeline, tram and railway franchises.

The highway commission shall have the power to grant franchises to persons, associations, private

or municipal corporations, the United States government or any agency, thereof, to use any state highway for the construction and maintenance of water pipes, flume, gas pipes, telephone, telegraph and electric light and power lines and conduits, trams or railways, and any other such facilities. All applications for such franchise shall be made in writing and subscribed by the applicant, and shall describe the state highway or portion thereof over which franchise is desired and the nature of the franchise. Upon the filing of any such application a time and place for hearing the same shall be fixed and a notice thereof shall be given in the county or counties in which any portion of the state highway upon which such franchise is applied for is located, at the expense of the applicant, by posting written or printed notices in three public places at the county seat of such county or counties for at least twenty days before the day fixed for such hearing, and by publishing a like notice in three successive weekly issues of a newspaper having a general circulation in such county or counties, the last publication to be at least five days before the day fixed for the hearing; which notice shall state the name or names of the applicant or applicants, a description of the state highway or part thereof over which the franchise is applied for, and the time and place of such hearing. It shall be the duty of the county auditor of the respective counties to cause such notices to be posted and published and to file proof of such posting and publication with the highway commission.

Application—
Notice—
Hearing.

SEC. 27. There is added to chapter 12, Laws of 1961 and chapter 46.52 RCW a new section to read as follows:

New section.

The director shall upon request furnish any insurance company, business or person a certified abstract of the operating record of any person, where such person has endorsed his consent on such

Motor vehicle
operator's
record to be
furnished
—Fee.

request for the record, covering a period of not less than five years past, whenever possible, which abstract shall include an enumeration of any reported convictions or forfeitures of bail of such person upon a charge of violating any motor vehicle law. Such enumeration shall include any reports of failure to appear in response to a traffic citation served upon such person by an arresting officer.

The director shall collect for each such abstract the sum of one dollar which shall be deposited in the motor vehicle operators' records revolving fund.

New section.

SEC. 28. There is added to chapter 12, Laws of 1961 and chapter 46.52 RCW a new section to read as follows:

Motor vehicle
operators'
revolving fund
—Created—
Use.

There is hereby created a special fund to be designated "motor vehicle operators' revolving fund" in the custody of the treasurer and to the credit of which shall be deposited all moneys directed by law to be deposited therein. This fund shall be for the use of the department of licenses to pay the cost of furnishing abstracts of operating records of motor vehicle operators and for maintaining such case records. Disbursements from said fund shall be paid by the treasurer upon vouchers duly and regularly issued therefor and approved by the director of licenses.

Annual
motor vehicle
administra-
tion report.

SEC. 29. The director of licenses shall, on or before the first day of March of each year, make to the governor a full report of the activities of the department relating to motor vehicle administration for the prior calendar year, incorporating therein a statement of the program for the ensuing calendar year. Such report shall contain a statistical analysis of the activities of the department relating to driver licensing and driver improvement, vehicle licensing and liquid fuel tax collections.

SEC. 30. Section 82.36.210, chapter 15, Laws of 1961 and RCW 82.36.210 are each amended to read as follows:

RCW 82.36.210 amended.

Every person operating any conveyance for the purpose of hauling motor vehicle fuel in bulk pursuant to the provisions of RCW 82.36.200, shall before entering upon the public highways of this state with such conveyance, apply for the registration thereof with the director on such forms as shall be provided by him and the director shall assign a license number to such person and shall issue separate license cards for each conveyance intended to be operated, which card shall show the license number assigned, the motor number, if any, of the conveyance and such other information as the director may prescribe. Such card shall be conspicuously displayed on the conveyance at all times during its operation on the public highways of this state. The director shall furnish to the licensee, duplicate license plates for each conveyance so operated, containing the number assigned to the licensee, and the words "Washington motor vehicle fuel transport license" or any abbreviation thereof authorized by the director. The authorized number plates shall be attached conspicuously on the left front side and the rear of such conveyance in such manner that they can be plainly seen and read at all times. Each number plate shall be attached in a horizontal position not less than three feet nor more than six feet from the ground and shall be kept clean so as to be plainly read at all times. The owner or operator of any such conveyance shall secure from the director, under such conditions as he may require, new number plates to replace any plates which may have been damaged to such an extent that the figures thereon cannot be plainly read. The director shall charge and collect from each licensee the sum of one dollar for each set of two license plates, and seventy-five cents for each single plate assigned as replace-

Licenses required of motor vehicle fuel haulers.

ment of a damaged plate. Nothing contained in this section shall in any manner relieve or discharge the owner or operator of such conveyance from complying with all other provisions of law.

All such persons must have and possess during the entire time they are hauling motor vehicle fuel, an invoice, bill of sale, or other statement showing the true name and address of the seller or consignor, the name of the purchaser or consignee, if any, the number of gallons, and the name and address of the person who has assumed or who shall assume the payment of the tax. The person hauling such motor vehicle fuel shall at the request of any sheriff, deputy sheriff, constable, highway patrolman, or authorized representative of the department, or other person authorized by law to inquire into, or investigate said matters, produce and offer for inspection such invoice, bill of sale, or other statement and shall permit such official to inspect and gauge the contents of the vehicle. If the hauler fails to produce the invoice, bill of sale, or other statement, or if when produced it fails to disclose the aforesaid information, the officer or other person authorized to make inquiry, shall take and impound the motor vehicle fuel together with the conveying equipment until the tax on the motor vehicle fuel, together with penalty equal to one hundred percent of the tax, and other expenses, charges, and costs have been paid. In case of default, and the taking and impounding herein provided for, the tax, damages, and costs shall be collected, even though the full excise tax may have already been paid on the motor vehicle fuel. In case the tax, damages, and other charges are not paid within forty-eight hours after the taking of said property, the director may proceed to sell it in the mode and manner provided by law for the sale of personal property under execution.

SEC. 31. Section 82.36.220, chapter 15, Laws of 1961 and RCW 82.36.220 are each amended to read as follows:

Every person who imports motor vehicle fuel into this state for his own use in equipment other than motor vehicles shall not, for that reason alone, be required to secure a distributor's license or to comply with any of the provisions of this chapter imposed upon a distributor or with the provisions of RCW 82.36.100; but such person shall make a report verified under oath and file the same with the director on or before the tenth day of the succeeding month, showing the number of gallons of motor vehicle fuel so imported and the number of gallons of such motor vehicle fuel used during the preceding month, the name of the person from whom the motor vehicle fuel was purchased, the date of purchase, the place of storage, and the manner of use or intended use together with a description of the equipment in which the same is used. These reports shall be filed upon blanks furnished by the director: *Provided*, That any person coming into this state in an aircraft or motor boat shall not be required to make such a report in respect to any motor vehicle fuel carried in the fuel tanks of such vehicle for the purpose of propelling such vehicle, and every person coming into this state in a motor vehicle may transport in the fuel tanks of such vehicle for the propulsion thereof not more than twenty gallons of motor vehicle fuel or other inflammable petroleum products without paying the tax: *Provided*, That in the case of commercial motor vehicles no exemption shall be allowed, thereby requiring the operators of such commercial motor vehicles to purchase sufficient fuel within this state in accordance with the miles traveled on the highways of this state, but if the motor vehicle fuel so brought into the state be removed from the fuel tanks of such vehicles or

—Exemptions.

used for any purpose other than the propulsion of the vehicles, the person so importing motor vehicle fuel shall be subject to all the provisions of this chapter applying to distributors. The director shall have the right to establish the adequacy of fuel purchases within this state by an examination of the books and records of the owner or operator of any commercial motor vehicle and if it is determined that sufficient fuel was not obtained within this state, the amount of tax so determined shall immediately become due and payable.

RCW 46.16.010
amended.

SEC. 32. Section 46.16.010, chapter 12, Laws of 1961 and RCW 46.16.010 are each amended to read as follows:

Motor vehicles.
License and
plates required
—Equipment
exempted.

It shall be unlawful for a person to operate any vehicle over and along a public highway of this state without first having obtained and having in full force and effect a current and proper vehicle license and display vehicle license number plates therefor as by this chapter provided: *Provided*, That these provisions shall not apply to farm tractors and farm implements temporarily operating or drawn upon the public highways, and trailers used exclusively to transport farm implements from one farm to another during the daylight hours or at night when such equipment has lights that comply with the law: *Provided further*, That these provisions shall not apply to equipment defined as follows:

“Special highway construction equipment” is any vehicle which is designed and used primarily for grading of highways, paving of highways, earth moving, and other construction work on highways and which is not designed or used primarily for the transportation of persons or property on a public highway and which is only incidentally operated or moved over the highway. It includes, but is not limited to, road construction and maintenance machinery so designed and used such as portable air com-

pressors, air drills, asphalt spreaders, bituminous mixers, bucket loaders, track laying tractors, ditchers, leveling graders, finishing machines, motor graders, paving mixers, road rollers, scarifiers, earth moving scrapers and carryalls, lighting plants, welders, pumps, power shovels and draglines, self-propelled and tractor-drawn earth moving equipment and machinery, including dump trucks and tractor-dump trailer combinations which either (1) are in excess of the legal width or (2) which, because of their length, height or unladen weight, may not be moved on a public highway without the permit specified in RCW 46.44.090 and which are not operated laden except within the boundaries of the project limits as defined by the contract, and other similar types of construction equipment, or (3) which are driven or moved upon a public highway only for the purpose of crossing such highway from one property to another, provided such movement does not exceed 500 feet and the vehicle is equipped with wheels or pads which will not damage the roadway surface.

Exclusions:

“Special highway construction equipment” does not include any of the following:

(a) Dump trucks originally designed to comply with the legal size and weight provisions of this code notwithstanding any subsequent modification which would require a permit, as specified in RCW 46.44-.090, to operate such vehicles on a public highway, including trailers, truck-mounted transit mixers, cranes and shovels, or other vehicles designed for the transportation of persons or property to which machinery has been attached.

SEC. 33. Section 12, chapter 7, Laws of 1961, extraordinary session (Senate Bill No. 4) and RCW 46.16.072 are each amended to read as follows:

In addition to other fees for the licensing of vehicles there shall be paid and collected annually for

RCW 46.16.072
amended.

Gross weight
fees on
trailers.

each trailer, semitrailer and pole trailer based upon the maximum gross weight thereof as set by the licensee in his application, or otherwise, the following fees: *Provided, however,* That all trailers, semi-trailers and pole trailers shall be licensed for not less than one hundred fifty percent of its empty weight unless such an amount would be in excess of the legal limits prescribed for such a vehicle in RCW 46.44.040 in which event the vehicle shall be licensed for the maximum gross load specified for such a vehicle in RCW 46.44.040:

4,000 lbs. or more and less than 6,000 lbs.	\$ 10.00
6,000 lbs. or more and less than 8,000 lbs.	\$ 17.50
8,000 lbs. or more and less than 10,000 lbs.	\$ 22.50
10,000 lbs. or more and less than 12,000 lbs.	\$ 29.50
12,000 lbs. or more and less than 14,000 lbs.	\$ 36.50
14,000 lbs. or more and less than 16,000 lbs.	\$ 43.50
16,000 lbs. or more and less than 18,000 lbs.	\$ 62.50
18,000 lbs. or more and less than 20,000 lbs.	\$ 85.00
20,000 lbs. or more and less than 22,000 lbs.	\$110.00
22,000 lbs. or more and less than 24,000 lbs.	\$145.00
24,000 lbs. or more and less than 26,000 lbs.	\$180.00
26,000 lbs. or more and less than 28,000 lbs.	\$220.00
28,000 lbs. or more and less than 30,000 lbs.	\$260.00
30,000 lbs. or more and less than 32,000 lbs.	\$305.00
32,000 lbs. or more and less than 34,000 lbs.	\$345.00
34,000 lbs. or more and less than 36,000 lbs.	\$395.00

RCW 46.44.045 amended.

SEC. 34. Section 46.44.045, chapter 12, Laws of 1961 and RCW 46.44.045 are each amended to read as follows:

Maximum gross weights — Penalties for violation.

(1) Any person violating any of the provisions of RCW 46.44.040 through 46.44.044 shall be guilty of a misdemeanor and upon first conviction thereof shall be fined a basic fine of not less than twenty-five dollars nor more than fifty dollars; upon second conviction thereof shall be fined a basic fine of not less than fifty dollars nor more than one hundred dollars; and upon a third or subsequent conviction shall be fined a basic fine of not less than one hundred dollars.

(2) In addition to, but not in lieu of, the above basic fines, such person shall be fined two cents per pound for each pound of excess weight up to five

thousand pounds; if such excess weight is five thousand pounds and not in excess of ten thousand pounds, the additional fine shall be three cents per pound for each pound of excess weight; and if the excess weight is ten thousand pounds or over, the additional fine shall be four cents per pound for each pound of excess weight: *Provided*, That upon first conviction, the court in its discretion may suspend the additional fine for excess weight up to five thousand pounds and for excess weight over five thousand pounds may apply the schedule of additional fines as if the excess weight over five thousand pounds were the only excess weight, but in no case shall the basic fine be suspended.

(3) The court may suspend the certificate of license registration of the vehicle or combination of vehicles upon the second conviction for a period of not to exceed thirty days and the court shall suspend the certificate of license registration of the vehicle or combination of vehicles upon a third or subsequent conviction for a period of not less than thirty days. For the purpose of this section bail forfeiture shall be given the same effect as a conviction. For the purpose of suspension of license registration conviction or bail forfeiture shall be on the same vehicle or combination of vehicles during any twelve month period regardless of ownership.

(4) Any person convicted of violating any posted limitations of a highway or section of highway shall be fined not less than one hundred dollars and the court shall in addition thereto suspend the operator's driver's license for not less than thirty days. Whenever the operator's driver's license and/or the certificate of license registration are suspended under the provisions of this section the judge shall secure such certificates and immediately forward the same to the director of licenses with information concerning the suspension thereof.

(5) Any other provision of law to the contrary

notwithstanding, justice courts having venue shall have concurrent jurisdiction with the superior courts for the imposition of any penalties authorized under this section.

(6) For the purpose of determining additional fines as provided by subsection (2), "excess weight" shall mean the poundage in excess of the maximum gross weight prescribed by RCW 46.44.040 through 46.44.044 plus the weights allowed by RCW 46.44.046, 46.44.047, and 46.44.095.

(7) The basic fine provided in subsection (1) shall be distributed as prescribed in RCW 46.68.050, and for the purpose of computing the basic fines and additional fines to be imposed under the provisions of subsections (1) and (2) the convictions shall be on the same vehicle or combination of vehicles within a twelve months period under the same ownership.

(8) The additional fine for excess poundage provided in subsection (2) shall be transmitted by the court to the county treasurer and by him transmitted to the state treasurer for deposit in the motor vehicle fund. It shall then be allocated as provided in RCW 46.68.100.

RCW 46.44.047 amended.

SEC. 35. Section 46.44.047, chapter 12, Laws of 1961 and RCW 46.44.047 are each amended to read as follows:

Excess weights
—Logging
trucks—
Special
permits—Dis-
cretion of
arresting
officer—Fees—
Disposition of.

In addition to the limitations of RCW 46.44.040, 46.44.042 and 46.44.044, a three-axle truck tractor and a two-axle pole trailer combination engaged in the operation of hauling logs, shall have an allowable variation in wheelbase length of six feet for the distance between the first and last axle of the vehicle in combination which has a wheelbase overall length of thirty-seven feet or more and upon special permit the gross weight of two axles spaced less than seven feet apart may exceed by not more than sixteen hundred pounds the maximum gross axle weight specified for two axles spaced less than

seven feet apart, being thirty-two thousand pounds as provided in RCW 46.44.040, and the maximum gross weight of the combination of vehicles may exceed by not more than six thousand eight hundred pounds the maximum legal gross weight of the combination of vehicles, when fully licensed as permitted by law, being sixty-eight thousand pounds.

Such additional allowances shall be permitted by a special permit to be issued by the state highway commission valid only on state, primary, or secondary highways authorized by the state highway commission and under such rules, regulations, terms and conditions prescribed by the state highway commission. The fee for such special permit shall be fifty dollars for a twelve-month period beginning and ending on April 1st of each calendar year. Permits may be issued at any time but if issued after July 1st of any year the fee shall be thirty-seven dollars and fifty cents. If issued on or after October 1st the fee shall be twenty-five dollars, and if issued on or after January 1st the fee shall be twelve dollars and fifty cents. A copy of such special permit covering the vehicle involved shall be carried in the cab of the vehicle at all times. Upon the third conviction for violation of the terms and conditions of the special permit, the special permit shall be canceled. The vehicle covered by such canceled special permit shall not be eligible for a new special permit until thirty days after the cancellation of the special permit issued to said vehicle. The fee for such renewal shall be at the same rate as set forth in this section which covers the original issuance of such special permit. Each special permit shall be assigned to a three-axle truck tractor in combination with a two-axle pole trailer and may be transferred upon application to the department of highways with payment of a two dollar fee.

All fees collected hereinabove shall be deposited

with the state treasurer and credited to the motor vehicle fund.

Permits involving county roads or using county roads to reach state highways, authorized for permit by the state highway department may be issued by the county or counties involved. A fee of five dollars for such county permit may be assessed by the board of county commissioners which shall be deposited in the county road fund. The special permit provided herein shall be known as a "county log tolerance permit" and shall designate the route or routes to be used, which shall first be approved by the county engineer involved. Authorization of additional route or routes may be made at the discretion of the county by amending the original permit or by issuing a new permit. Said permits shall be issued on a yearly basis expiring on March 31st of each calendar year. Any person, firm or corporation who uses any county road for the purpose of transporting logs with weights authorized by state highway log tolerance permits, to reach a state highway route, without first obtaining a county permit when required by the board of county commissioners shall be subject to the penalties prescribed by RCW 46.44.045. For the purpose of determining gross weight the actual scale weight taken by the officer shall be prima facie evidence of such total gross weight. In the event the gross weight is in excess of the weight permitted by law, the officer may, within his discretion, permit the operator to proceed with his vehicles in combination.

The chief of the state patrol, with the advice of the state highway commission, may make reasonable rules and regulations to aid in the enforcement of the provisions of this section.

RCW 46.40.030
amended.

SEC. 36. Section 46.44.030, chapter 12, Laws of 1961 and RCW 46.44.030 are each amended to read as follows:

It is unlawful for any person to operate upon the

public highways of this state any vehicle having an overall length, with or without load, in excess of thirty-five feet, except that an auto stage shall not exceed an overall length, inclusive of front and rear bumpers, of forty feet, but the operation of any such auto stage upon the public highways shall be limited as determined by the state highway commission. It is unlawful for any person to operate upon the public highways any combination of vehicles which, with or without load, has an overall length in excess of sixty feet, or any combination of vehicles containing any vehicle of which the permanent structure has an overall length in excess of forty feet. Said length limitations shall not apply to vehicles transporting poles, pipe, machinery or other objects of a structural nature which cannot be dismembered and operated by a public utility when required for emergency repair of public service facilities or properties but in respect to night transportation every such vehicle and load thereon shall be equipped with a sufficient number of clearance lamps on both sides and marker lamps upon the extreme ends of any projecting load to clearly mark the dimensions of such load: *Provided*, That when it is desirable to facilitate the movement of combination of vehicles between this state and other states, the state highway commission may authorize combinations consisting of a tractor, a semitrailer, and a trailer or a truck and full trailer to operate at a total overall length, with or without load, not to exceed sixty-five feet on highways authorized for operation under RCW 46.44.095: *Provided, further*, That the load upon any combination of vehicles, conforming to this section, shall not exceed a total length of sixty-five feet measured from the front extremity of the first vehicle or load to the rear extremity of the last vehicle or load, but in no case shall the overhang limits in RCW 46.44.034 be exceeded: *Provided further*, That the operation of such

Maximum
lengths.

loads shall be confined to routes established by RCW 46.44.095.

RCW 46.84.020
amended.

SEC. 37. Section 46.84.020, chapter 12, Laws of 1961 and RCW 46.84.020 are each amended to read as follows:

Highway user
tax structure.
Proportional
registration
and licensing
—"Instate fleet
miles," "Total
fleet miles"
defined.

Any owner or person entitled to the possession or right to operate vehicles, engaging in operating fleets of three or more vehicles not in combination in this state may, in lieu of registration of such vehicles under the provisions of chapter 46.16, and payment of excise taxes or fees imposed by chapter 82.44 and RCW 81.80.320, register and license each such fleet for operation in this state: *Provided*, That the reciprocity commission may require proportional registration and licensing of a fleet of less than three vehicles whenever in its judgment the interests of this state will be best served and protected thereby. A sworn statement shall be filed with the department of licenses declaring the total mileage operated with each such fleet of vehicles in all jurisdictions and the total mileage operated in this state during the preceding calendar year or a twelve month period designated by the department with each such fleet and describing and identifying each vehicle in each fleet to be operated in this state during the ensuing license year. Such statements shall also be accompanied by a total fee payment not less than an amount obtained by applying the proportion of in-state fleet miles to total fleet miles, as reported in said statement to the amounts respectively which would otherwise be required under said chapter 46.16, chapter 82.44, and RCW 81.80.320, for complete licensing and registration of such fleet in this state: *Provided*, That a minimum fee payment of three dollars shall be paid for each vehicle of such fleet. The following definitions of fleet mileage shall be applied: "Instate fleet miles" shall be the total number of miles operated with a fleet, as herein de-

fined, during the calendar period prescribed for an application, and shall not include miles traveled by any vehicle which did not, during such calendar period, actually travel in some other state. "Total fleet miles" shall be the total number of miles operated with a fleet, as defined herein, in all jurisdictions, including states, districts, possessions, territories of the United States and states and provinces of other countries, and shall not include miles traveled by any vehicle which did not, during such period, actually travel a portion of those miles in this state: *Provided, however,* That when fleets containing trailers or semitrailers which in the ordinary course of events would not be operated in this state but which the owner wishes to qualify in this state to achieve flexibility of fleet operation, the total miles operated by such additional vehicles may be included in "total fleet miles" unless the reciprocity commission determines that the inclusion of such miles would be contrary to the interests of this state. The department shall transmit the amounts of fees and taxes collected under the provisions of this chapter pursuant to the provisions of chapter 46.16, chapter 82.44 and RCW 81.80.320 to the state treasurer, who shall deposit the same in the funds designated by the provisions of said acts. The departments shall thereupon register and issue a license plate, plates or other distinctive sticker or suitable device for each vehicle named in said statement identifying it as an interstate fleet vehicle, which shall be exempt from all further license, weight fee, motor freight carrier gross weight fee and motor vehicle excise requirements of this state for any type of movement or operation. A fee of two dollars shall be paid for each such sticker or device issued. The proportional registration and licensing provisions of this section shall apply to vehicles added to said fleet and operated in this state during the license year. Nonresidents shall be entitled to pro-

portional registration hereunder unless the terms and conditions of any reciprocity agreement, arrangement, or declaration filed in the office of the director of licenses under the provisions of this chapter require otherwise.

New section.

SEC. 38. There is added to chapter 12, Laws of 1961 and chapter 46.84 RCW a new section to read as follows:

Special
reciprocity
identification
plate.
Authorized.

The reciprocity commission may require the display of a special reciprocity identification plate upon any commercial vehicle operating within this state under the provisions of any reciprocal agreement between this state and the state or other jurisdiction in which such vehicle is properly licensed: *Provided*, That such reciprocal agreement is on file with the reciprocity commission: *Provided further*, That the issuance and display of such identification plate shall not be deemed to enlarge upon, restrict, or in any manner affect the terms or conditions of such reciprocal agreement.

New section.

SEC. 39. There is added to chapter 12, Laws of 1961 and chapter 46.84 RCW a new section to read as follows:

—Expiration
time.

Each identification plate shall be valid until the expiration date of the current and valid vehicle license issued by the state or other jurisdiction wherein such vehicle is licensed: *Provided*, That such identification plate shall become invalid upon the termination of any reciprocal agreement between this state and the state or jurisdiction wherein such vehicle is licensed.

New section.

SEC. 40. There is added to chapter 12, Laws of 1961 and chapter 46.84 RCW a new section to read as follows:

—Issuance
—Fee—Dispo-
sition of.

All special reciprocity identification plates shall be obtained by the director of licenses in the manner prescribed in RCW 46.16.230 and shall be issued by the director or his authorized agent upon appli-

cation in the form prescribed in RCW 46.16.040. One reciprocity identification plate shall be issued for each vehicle. The fee therefor shall be two dollars plus a filing fee of fifty cents. All funds collected under this section shall be transmitted to the state treasurer and deposited in the motor vehicle fund.

Sec. 41. Upon the completion of reconstruction of primary state highway No. 8 between Maryhill and Paterson, that portion of primary state highway No. 8 beginning at a junction with primary state highway No. 8 in the vicinity south of Goldendale, thence in an easterly direction via Goodnoe Hills to a junction with the new location of primary state highway No. 8 west of Roosevelt, shall revert to Klickitat county. At such time secondary state highway No. 8E shall be established as a branch of primary state highway No. 8 as follows:

Highway to revert to county.

Secondary highway 8E established.

Secondary state highway No. 8E; beginning at a junction with primary state highway No. 8 in the vicinity of Lyle, thence northeasterly by way of Klickitat to a junction with state highway No. 8 in the vicinity of Goldendale.

Sec. 42. Section 1, chapter 224, Laws of 1937 as last amended by section 2, chapter 307, Laws of 1961, and RCW 43.03.040 are each amended to read as follows:

The directors of the several departments and members of the several boards and commissions, who are subject to appointment by the governor, the director of game, the director of aeronautics, the director of parks and recreation, the director of the veterans' rehabilitation council and the statutory assistant directors of all departments the executive head of which is an individual appointed by the governor, shall each severally receive such salaries, payable in monthly installments, as shall be fixed by the governor, in an amount not to exceed the recommendations of the advisory committee on salaries

Vetoed.

created in RCW 43.03.028, upon the basis of official responsibility.

Vetoed.

Sec. 43. Section 47.01.130, chapter 13, Laws of 1961 and RCW 47.01.130 are each reenacted to read as follows (section 10, chapter 307, Laws of 1961 and RCW 43.27.180 being hereby repealed):

The salary of the director of highways shall be ten thousand dollars per year: Provided, That the commission may increase said salary.

Repeal.

SEC. 44. Section 16, chapter 7, Laws of 1961, extraordinary session (Senate Bill No. 4) is hereby repealed.

Severability.

SEC. 45. If any provision of this act, or its application to any person or circumstance is held invalid, the remainder of the act, or the application of the provision to other persons or circumstances is not affected.

Emergency.

SEC. 46. This act is necessary for the immediate preservation of the public peace, health and safety, the support of the state government and its existing public institutions, and sections 21 through 25 of this act shall take effect immediately.

Passed the Senate March 28, 1961.

Passed the House March 28, 1961.

Approved by the Governor April 3, 1961, with the exception of a certain item in section 14 and sections 42 and 43, which are vetoed.

Veto message, excerpt.

NOTE: Governor's message stating reasons for vetoing a certain item in section 14, and sections 42 and 43 of this measure reads as follows:

"Section 14 of this bill *inter alia* adds a secondary state highway, known as No. 11-C running from the Tri-City area to the Vernita Ferry across the Atomic Energy Commission Reservation, to the State highway system. The Committee on Highways of the House of Representatives caused to be inserted the following item pertaining to the above described Secondary State Highway No. 11-C:

"The construction of secondary state highway No. 11C between secondary state highway No. 11A and secondary state highway No. 3R shall not begin until after a bridge, including approaches, across the Columbia river in the vicinity of Vernita ferry connecting the easterly end of secondary state highway No. 11A on the south bank of the Columbia river with secondary state highway No. 7C on the north bank of said Columbia river has been authorized and construction commenced."

"The item quoted would have the effect of postponing for an indefinite time the construction of the much needed Secondary State Highway No. 11-C. This new highway will shorten the distance between the Tri-City area and Seattle by some 20 miles. Its construction would relieve the already congested traffic on the highway running from Prosser to Ellensburg. Its construction will facilitate the flow of commerce between the Tri-City area and the Puget Sound area rather than into the State of Oregon. I feel this road is of utmost importance for the economic development of the Tri-City area and of the State of Washington. Since the Vernita Ferry which is subsidized by the State of Washington is entirely adequate in the foreseeable future to handle the traffic across the Columbia River, it is my conviction that to make the construction of State Highway No. 11-C dependent upon the construction of a bridge across the Columbia River near Vernita, is copricious and unreasonable. For this reason the item quoted is vetoed.

"Sections 42 and 43 would allow the Highway Commission to fix the salary of the Director of Highways. Chapter 307, Laws of 1961, which was passed during the regular session, permits the Governor to fix the salaries of the various department heads of the executive branch, including the salaries of directors serving under the various commissions. The salaries of the directors are to be fixed by the Governor upon the recommendation of a seven member Salary Advisory Committee. One of the main purposes for the enactment of Chapter 307, Laws of 1961, was to establish a uniform system of fixing salaries for the various executive departments under my control. To allow the salary of the Director of Highways to be fixed by the Highway Commission would destroy such uniformity.

"In addition, I have been advised that the fixing of the salary of the Director of Highways might constitute a new subject matter not incorporated in the title to the act.

"For the reasons indicated, the item contained in section 14 quoted herein, and sections 42 and 43 are vetoed. The remainder of the bill is approved."

ALBERT D. ROSELLINI,
Governor.

CHAPTER 22.

[S. B. 14.]

WASHINGTON STATE TEACHERS' RETIREMENT SYSTEM.

AN Act Relating to the Washington state teachers' retirement system; making an appropriation; and adding three new sections to chapter 80, Laws of 1947, and to chapter 41.32 RCW.

Be it enacted by the Legislature of the State of Washington:

SECTION 1. There is added to chapter 80, Laws of 1947, and chapter 41.32 RCW, three new sections as set forth in sections 2 through 4 of this act. New sections.

SEC. 2. Any former member of the teachers' retirement system or a former fund who is receiving